

August 2003
CENTRAL COMMAND

SAFESTAT REPORT



Nevada Highway Patrol
Major Rick Bradley

Overview

The month of August showed a slight decrease in the overall activity produced by Central Command personnel as compared to July, but showed an increase over the same reporting period the previous year. This slight decrease in overall activity of 10.4% occurred despite a substantial increase of 35% in training hours, a 90% increase in administrative leave, and a 125% increase in fatal accidents which relates 459 hours spent on fatal accident investigation, over two and one-half full time positions lost during August.

Traffic crashes investigated increased in the Central Command from July by 11.4% or 13 total crashes and increased by 3.3% or 4 total crashes from the same reporting period the previous year. The most notable changes occurred in fatal, injury, and commercial vehicle involved crashes. Fatal crashes went up 125% or 5 total crashes, injury crashes went up 32.5% or 13 total crashes, and commercial vehicle involved crashes went up 46.7% or 7 total crashes. Command personnel are now refocusing their attention to accident causing violations, occupant restraints, and commercial vehicle violations in an effort to improve these numbers.

Notable activity increases by Central Command personnel as compared to July were noted in the hazardous moving violations (10.5%), occupant restraint violations (12.2%), and DUI arrest prior to crash category (35.7%). All in an effort to not only reduce crashes but also their severity. Central Command Commercial Operations continued to increase their activity in several areas, when compared to the previous month. There was an 8.3% increase in total safety inspections, a 25% increase in total over weight citations, and a 21.1% increase in total dyed fuel inspections.

Overall the Central Command continues to see positive results in its efforts to improve the quantity and quality of the service we provide to the public. Each month areas of concern are identified during the "SafeStat" process and those areas become the main focus during the next month to ensure we continue the positive results.

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September 5, 2003

CENTRAL COMMAND

CRASH ANALYSIS AND OVERVIEW

	August-03		August-02	% Change		July-03	% Change
Total Crashes	127		123	3.3%		114	11.4%
Property Crashes [including commercial vehicles]	65		85	-23.5%		70	-7.1%
Injury Crashes [including commercial vehicles]	53		32	65.6%		40	32.5%
Fatal Crashes [including commercial vehicles]	9		6	50.0%		4	125.0%
DUI Crashes [DUI charged]	7		3	133.3%		6	16.7%
Total persons killed in fatal crashes	10		9	11.1%		5	100.0%
Total drivers killed without seatbelts	2		4	-50.0%		0	200.0%
Total passengers killed without seatbelts	4		1	300.0%		0	400.0%
Total drivers killed with seatbelts	3		2	50.0%		1	200.0%
Total passengers killed with seatbelts	0		2	-200.0%		3	-300.0%
Total number of commercial vehicle crashes	22		15	46.7%		15	46.7%
Property crashes involving commercial vehicle	13		8	62.5%		8	62.5%
Injury crashes involving commercial vehicle	6		7	-14.3%		7	-14.3%
Fatal crashes involving commercial vehicle	3		0	300.0%		0	300.0%

Percentage of fatal crashes to total crashes 7.1%

Percentage of DUI crashes to total crashes 5.5%

Percentage of persons killed *without* seatbelts to total persons killed 60.0%

Percentage of commercial vehicle crashes to total crashes 17.3%

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

During August, the Central Command investigated 13 more crashes as compared to July for an increase of 11.4 %. When compared to August of 2002, there were only 4 additional crashes.

There was a marked increase in fatal crashes, which rose from 4 in July to 9 during August. Six of the nine were in Central Command South. Of the 10 persons killed, 5 were not wearing seat belts and one was operating a motorcycle.

There were 7 alcohol related crashes, one more than in July. The average BAC for the crashes was .212.

Commercial vehicle crashes increased by 46% when compared to July. Although 3 commercial vehicles were involved in fatal crashes, only one was the fault of the commercial vehicle driver and this was a single vehicle accident. Commercial vehicles were involved in 17.3% of the total crashes. This is below the 24% that occurred during the beginning of the calendar year. Districts have taken note of this trend and have already increased emphasis of the enforcement of violations committed by commercial vehicles and their drivers.

FIELD ENFORCEMENT ACTIVITY

[Narrative analysis to include trends or other applicable issues]

	August-03		August-02	% Change		July-03	% Change
DUI arrests from crashes	7		3	133.3%		6	16.7%
DUI arrests <i>prior</i> to crashes	19		23	-17.4%		14	35.7%
Other Arrests	106		97	9.3%		75	41.3%
Total persons arrested (DUI included)	51		n/a	n/a		41	24.4%
Speed violations	1990		1947	2.2%		2214	-10.1%
Hazardous moving violations	210		270	-22.2%		190	10.5%
Occupant restraint violations	239		177	35.0%		213	12.2%
Total violations [above violations included]	3106		2712	14.5%		3465	-10.4%
Commercial Enforcement							
Hazardous moving violations - citations/arrests	38		38	0.0%		45	-15.6%
Other traffic violations - citations/arrests	7		18	-61.1%		13	-46.2%
Total safety inspections [level 1, 2, 3, 4, & 6]	689		300	129.7%		636	8.3%
Terminal inspections [level 5]	1		3	-66.7%		1	0.0%
Total safety violations -- citation	180		207	-13.0%		192	-6.3%
Total safety violations -- repair order	1375		1041	32.1%		1327	3.6%
Total vehicles placed "Out of Service"	45		52	-13.5%		48	-6.3%
Total drivers placed "Out of Service"	34		32	6.3%		29	17.2%
Total school buses inspected	1		7	-85.7%		0	100.0%
Total school buses placed "Out of Service"	0		0	0.0%		0	0.0%
Total trucks weighed	352		405	-13.1%		420	-16.2%
Total overweight citations	15		15	0.0%		12	25.0%
Total dyed fuel inspections	636		121	425.6%		525	21.1%
Total dyed fuel citations	0		2	-200.0%		1	-100.0%

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

There was a decrease in overall enforcement by 10.4%. This was primarily in the area of speed enforcement. Greater emphasis was placed on hazardous and occupant restraint enforcement which resulted in an 11.4% increase in these violations. The increase in the number of fatal and high profile cases resulted in a large amount of investigation time rather than enforcement time.

There was an increase of almost 36% in DUI arrests prior to crashes. The average BAC for these arrests was .150.

There was an increase in the number of commercial vehicles inspected by over 8%. The inspections resulted in a decrease of vehicles placed out of service by 6%, but resulted in an increase of the number of drivers placed out of service by over 17%. Driver violations are a larger factor in the cause of commercial vehicle accidents than vehicle condition and equipment.

There was an increase in dyed fuel enforcement. This was a result of the plan implemented to increase enforcement and checks on secondary highways within the Command. A total of 190 hours and 110 checks were performed on secondary highways.

Persons arrested in August 2002 are unavailable as it encompassed 3 separate commands.

CENTRAL COMMAND

STAFFING AND WORK HOURS

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	August-03	August-02	August-03	August-02	August-03	August-02
Traffic [Tpr. & Sgt.]	66	68	49	51	74.2%	75.0%
Commercial [Tpr. & Sgt.]	16	16	13	14	81.3%	87.5%
Commercial CVSI	2	2	2	2	100.0%	100.0%
WORK HOURS LOST	August-03		August-02	% Change	July-03	% Change
Annual leave	869.5		647	34.4%	1065	-18.4%
Compensatory leave	278.75		324.5	-14.1%	478.75	-41.8%
Sick Leave [personal and family]	540.5		541.25	-0.1%	828	-34.7%
Military leave	0		176	-17600.0%	0	0.0%
Holiday off	0		0	0.0%	176	-17600.0%
Training	927.25		731.6	26.7%	687	35.0%
Administrative leave	336		0	33600.0%	176	90.9%
Leave without pay	0		0	0.0%	0	0.0%
Vacancy [173 hours per position*]	3460		2941	17.6%	3460	0.0%
Total work hours lost	6412		5361.35	19.6%	6870.75	-6.7%
OVERTIME	August-03		August-02	% Change	July-03	% Change
Paid overtime claimed	1537.25		1157.93	32.8%	1410.33	9.0%
Compensatory overtime claimed	202.08		128.87	56.8%	164.33	23.0%
Total overtime hours	1739.33		1286.8	35.2%	1574.66	10.5%
TOTAL HOURS WORKED	August-03		August-02	% Change	July-03	% Change
Number of authorized positions x 173 hours*	14532		14878	-2.3%	14532	0.0%
Work hours lost	6412		5361.35	19.6%	6870.75	-6.7%
Overtime	1739.33		1286.8	35.2%	1574.66	10.5%
Total hours worked	9859.33		10803.45	-8.7%	9235.91	6.7%

* 173 hours based upon 2080 work hours per year divided by 12 months

Contract Service overtime for August was 0 hours.

STAFFING AND WORK HOURS *Cont'd*

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

The Command continues to operate with a 24% vacancy rate.

There was a decrease in work hours lost by almost 7%. Much of this can be attributed to less annual, comp and sick leave taken.

There was a 35% increase in training for August over July. This was due to the PSTO, WMD and Determined Promise 03 training.

There was a substantial increase in Administrative Leave. This is due to Trooper Bradshaw being placed on 4800 time due to a work related injury and no longer utilizing leave.

Overtime increased by only 164 hours over July.

There was an increase in total hours worked by 6.7%.

RATIOS – ACCIDENT AND ENFORCEMENT

ACCIDENT RATIOS

	August-03	July-03
Ratio of crashes per Traffic position		
Total	2.6	2.3
Property	1.3	1.4
Injury	1.1	0.8
Fatal	0.2	0.1
DUI	0.1	0.1
Commercial vehicle	0.4	0.3
Ratio of deaths per fatal crash	1.1	1.3
without seatbelts	0.7	0.0
with seatbelts	0.3	1.0

FIELD ENFORCEMENT

Ratio of enforcement per Traffic position		
DUI arrests from crashes	0.1	0.1
DUI arrests <i>prior</i> to crashes	0.4	0.3
Other Arrests	2.2	1.5
Total persons arrested (DUI included)	1.0	0.8
Speed violations	40.6	45.2
Hazardous moving violations	4.3	3.9
Occupant restraint violations	4.9	4.3
Total violations	63.4	70.7

RATIOS – ACCIDENT AND ENFORCEMENT *Cont'd*

INSPECTION / ENFORCEMENT RATIOS

August-03

July-03

Ratio of inspections and enforcement per Commercial position

Hazardous moving violations - citations	2.9	2.4
Other traffic violations - citations	0.5	1.3
Total safety inspections [all levels]	45.9	42.4
Terminal inspections TIP	0.1	0.1
Total safety violations -- citation *	13.8	14.8
Average safety violations per inspection -- citation	0.3	0.3
Total safety violations -- repair order	91.7	88.5
Average safety violations per inspection -- repair order	2.0	2.1
Total vehicles placed "Out of Service"	3.0	3.2
Average vehicles placed OOS per inspection	0.1	0.1
Total drivers placed "Out of Service"	2.3	1.9
Average drivers placed OOS per inspection	0.0	0.0
Total school buses inspected	0.1	1.2
Total school buses placed "Out of Service"	0.0	0.0
Total trucks weighed *	27.1	32.3
Total overweight citations *	1.2	0.9
Total dyed fuel inspections *	48.9	40.4
Total dyed fuel citations *	0.0	0.1

* Commercial sworn only

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

There was an increase in the average number of crashes investigated. This is due to the 11% increase in crashes throughout the Command. Average enforcement decreased by 7 violations per person. The majority of this decline was in the area of speed enforcement.

Some of the decline in average enforcement activity can be attributed to the increase in time spent investigating fatal crashes. The Central Command spent 459 hours (over two and one-half full time positions) on fatal investigations in August. There was also one DUI injury crash which resulted in additional investigation time by most personnel in the Ely District.

Commercial personnel averaged an increase of almost 4 inspections as compared to July. This resulted in an increase in the average number of violations located and recorded.

The number of vehicles checked for dyed fuel increased by an average of almost 9 additional vehicles per person. This is a result of the enforcement plan put into effect in July. A total of 190 hours resulting in 110 checks were performed on secondary highways within the Command.

ADMINISTRATIVE SERVICES

In-Service training for the calendar year continues with the majority of the required training being completed by September.

A total of 199 warrants were entered into the NCJIS system with 103 cleared and 1275 warrants validated.

Citation entry by Front Office personnel continues. Older citations are being entered from November – December 2002 as the new data entry screen for the new citations has not been completed as yet. The Command is now about three months behind in the entry of the new citations.

COMMUNICATION CENTER

PSD III Jean Moots has returned to full duty after having been off on extended sick leave.

A new PSD I has been hired and will begin work on September 2nd.

Background investigations continue on two other PSD applicants.

A total of 194.4 hours of overtime was utilized in the Center during August to provide sufficient coverage.

PERSONNEL

The Hawthorne Sergeant remains on Administrative Leave.

PSD III Moots has returned to work after having been on extended sick leave.

Trooper Bryan Jorgenson was promoted to Sergeant and transferred to the Tonopah District.

Trooper Charles Powell was promoted to Sergeant and transferred to the Winnemucca District.

Trooper Robert Oakden was promoted to Sergeant and remained in the Alamo / Pioche District.

PUBLIC INFORMATION

Two child safety seat checkpoints were held in Elko during August, one at Wal-Mart and the other at the Elko Family Resource Center.

AMBER Alert conference was held at the Elko Convention Center for all participating agencies within Northeastern Nevada.

Tpr. Gonzalez attended the National Information Officers Association conference in Tennessee.

A meeting was held for discussion of the upcoming Special Olympics torch run.

Tpr. Gonzalez instructed EVOC training.

ACCOMPLISHMENTS

ADAPT Vehicle

The ADAPT Vehicle was utilized for only 2 hours in August to provide additional coverage and enforcement in a construction zone. Deployment was curtailed due to limited staffing, training and special assignments.

RADAR Trailer

The RADAR Trailer was deployed 10 times for 85.2 hours. It was primarily deployed in the Elko area near school and construction zones in addition to other commuter routes.

SHRED Program

The SHRED Program was not utilized in August due to limited available staffing and the revision of deployment strategies.

PROJECTS / ACTION PLANS

Tactical Manual

The Tactical Manual was distributed to supervisors.

Command SOP Manual

The revision of the Central Command SOP manual has begun with an estimated completion date in November.

Tasers

The first issue of tasers was received and distributed to personnel upon completion of the required training and procedure.

Budget FY06/07

Work continues and equipment requests are being finalized for the next biennium.



UPCOMING EVENTS

Determined Promise 03

Command personnel participated in the Determined Promise 03 exercise in Las Vegas.

Angel Lake Race

This is a foot and bicycle race that is scheduled for September 13th, but should have minimal impact on the Wells District.

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